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AVIATION IN HUNGARY TODAY

COMMERCIAL AVIATION AND FLYING CLUBS -- Oslo, Flying, No 11, Nov 50

Like the other Eastern European people's democracies, Hungary permits only scanty information to leak out to the Western world about air activities there. Thus, the well-known Jane's All the World's Aircraft has still not included a section on Hungary because of the extreme paucity of information. Only information on commercial flying is generally known.

The Hungarian Air Force has not been built up since the war, and it is not known to include any first-line units. If there are any, they were probably trained in the USSR and equipped with aircraft of the Yak-3, Yak-9, Pe-2, and IL-2 types. These four types are also being used extensively in Poland, Czechoslovakia, Rumania, Bulgaria, and Yugoslavia. However, there is a Hungarian military aviation school using the types Arado Ar-96, Bucker Bu-131, Ut-2, and Zlin 20 and 26.

Commercial aviation in Hungary is today conducted only by East European airlines. The Dutch KLM had a route to Budapest, but was forced to give it up. The national Hungarian airline is MASZOVLET (Magyar-Szovjet Legiforgalmi Tarsasag). This aviation corporation is owned jointly by Hungary and the USSR, but the Russians have 51 percent of the shares. The corporation owns 12 Russian-built DC-3 Type Li-2s and about four Po-2s, also of Russian manufacture. The Russian Aeroflot, the Czech CSA, and the Polish LOT airlines also fly routes to Budapest. All of these companies use IL-12's and Li-2's. It has been reported that MASZOVLET was to purchase a number of IL-112's, but this cannot be confirmed.

The Hungarian government has done much to promote interest in aviation. For example, the government has gone to a great deal of trouble to interest the youth in model aircraft clubs, and it is easy for anyone properly oriented politically to visit the large glider centers. A number of the gliders and sailplanes used at these centers have been built in Hungary.

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The number of Hungarian flying clubs in existence is not known. They are under the leadership of Magyar Aero Szovetseg (Hungarian Flying Association). This organization is a member of the Federation Aeronautique Internationale (FAI).

The Hungarian aircraft construction industry was established during World War II. The Hungarians did not begin with aircraft of their own design, but built on license such types as the Messerschmitt Me-109, the Me-410, and the Caproni-Reggiane Re-2000. When the Russians overran Hungary, the Germans dismantled the Hungarian factories and took the machinery and other equipment with them. Some of this machinery and equipment was later brought back from Germany. In the years after the war, the Hungarians sought to establish a new Hungarian aircraft construction industry, heavily subsidized by the government.

OMRE (Orszagos Magyar Repulo Egyesulet), the Hungarian Aviation Society, is doing much to support Hungary's new aviation industry. For example, annual contests are staged for the best types in the various plane classes, and the winners of the contests are given extra support in producing their type.

The most interesting and the most successful type of Hungarian plane is undoubtedly the Kanya R-12, which is built by the largest factory in Hungary, Aero-Ever in Esztergom on the Danube. It is a high-wing, two-place (side-by-side) monoplane, and, among other things, is used to tow gliders. Because it requires very little take-off and landing space and has very fine shock absorbers in the landing gear, the type is particularly well-suited for use on small and poor airfields. The designer is the well-known Erno Rubik, who has also designed several sailplanes, such as the R-22.

The Kanya R-18 has the following characteristics: wing span, 11.60 meters; length, 7.50 meters; height, 2.08 meters; wing surface, 14.0 square meters; net weight, 410 kilograms; useful load, 280 kilograms; gross weight, 690 kilograms. With a Walter Major 4-1 engine developing 130 horsepower, the Kanya R-18 gives the following performance; maximum speed, 175 kilometers per hour; landing speed, under 60 kilometers per hour; glider towing speed, 95 kilometers per hour; ceiling, 6,000 meters; take-off run, 80 meters; radius of action, 6,000 kilometers; and fuel consumption, 20 liters per 100 kilometers, or 35 liters per hour.

Aero-Ever also builds a small single-place sport plane called the Pinty R-14. Provided with a 40-horsepower Continental A-40 engine, this plane is used, among other things for acrobatics. The dimensions and performance of the plane are as follows: wing span, 9.0 meters; length, 6.3 meters; height, 1.55 meters; wing surface, 10.5 square meters; net weight, 210 kilograms; useful load, 125 kilograms; gross weight, 335 kilograms; maximum speed, 184 kilometers per hour; cruising speed, 150 kilometers per hour; landing speed, 70 kilometers per hour; ceiling, 3,600 meters; radius of action, 300 kilometers; and fuel consumption, 10 liters per 100 kilometers, corresponding to 15 liters per hour.

Aero-Ever has built various sailplanes. A total of six types are in production -- the gliders Vocsoc R-07 B, Lepke R-16 and the sailplanes Pilis R-08d, Koma R-15, Moka R-17, and Futar R-22. All of the types have been designed by Erno Rubik. Several hundred of the Vocsoc (Diver) training gliders are in use in Hungary. This type has a cockpit. The same is true of the Lepke R-16, which otherwise bears some slight resemblance to the American Bowlus. The high-winged Lepke R-16 was finished in April 1949. It is used at the Hungarian sailplaning centers. The Pilis R-08d is in a class with the Olympia Meise; it is, in fact, an improved Olympia. Its appearance is identical to that of the Olympia. The Moka R-17 is designed for acrobatics. The Koma R-15 is a two-place type, in appearance like the Fi-1. This type was selected as the standard training glider at the Hungarian sailplaning centers after having won the contest for two-place gliders in 1949. Finally, the Futar R-22 is the only Hungarian sailplane for competition. An improved version called the Szuper-Futar exists in prototype.

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Data on the six gliders and sailplanes follow:

Vocsoc R-07b

Wing span, 11.6 meters; length, 6.0 meters; height, 1.5 meters; wing surface, 15 square meters; net weight, 105 kilograms; gross weight, 185 kilograms. The minimum rate of descent is 0.95 meter per second at 50 kilometers per hour; the best gliding ratio is 1:17; the maximum allowable speed is 110 kilometers per hour.

Pilis R-08d

Wing span, 13.60 meters; length, 6.64 meters; height, 1.60 meters; wing surface, 15.70 square meters; net weight, 135 kilograms; gross weight, 225 kilograms. The minimum rate of descent is 0.90 meters per second at 65 kilometers per hour; the best gliding ratio is 1:20; the maximum allowable speed is 190 kilometers per hour.

Lepke R-16

Wing span, 10 meters; length, 6 meters; height, 2 meters; wing surface, 12.8 square meters; net weight, 90 kilograms; gross weight, 160 kilograms. The minimum rate of descent is 0.95 meter per second at 55 kilometers per hour; the best gliding ratio is 1:16.

Moka R-17

Wing span, 13.0 meters; length, 6.5 meters; wing surface, 16 square meters; net weight, 170 kilograms; gross weight, 270 kilograms. The maximum allowable speed is 400 kilometers per hour (250 kilometers per hour with flaps down.)

Futar R-22

Wing span, 15.8 meters; length, 6.5 meters; height, 1.6 meters; wing surface, 13.5 square meters; net weight, 160 kilograms; gross weight, 260 kilograms. The minimum rate of descent is 0.67 meters per second at 80 kilometers per hour; the best gliding ratio is 1:33; the maximum allowable speed is 220 kilometers per hour.

Koma R-15 (Two-place)

Wing span, 14.00 meters; length, 6.75 meters; height, 1.35 meters; wing surface, 18.00 square meters; net weight, 160 kilograms; gross weight, 320 kilograms. The minimum rate of descent is 0.90 meters per second at 60 kilometers per hour; the best gliding ratio is 1:20 (at 75 kilometers per hour).

Another Hungarian aircraft is the SG-2 (Samu-Geonczy). This craft is very similar to the Danish KZ-11 Coupe, which was produced before the war. The engine is a Hirth H M504A-2 developing 105 horsepower. The prototype of the SG-2 won first prize in the 1949 competition for two-place sport aircraft. It was made of wood. In series production, it is of all-metal construction. The maximum speed is 218 kilometers per hour and the cruising speed is 174 kilometers per hour. -- Jörgen C. C. Elholm

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MASZOVLET ANNOUNCES WINTER FLIGHT SCHEDULE -- Vienna, Verkehr, 2 Nov 50

On 22 October 1950, a new winter flight schedule was introduced by MASZOVLET, the Hungarian-Soviet air line. For the daily flights from Budapest to Prague and return, which the company operates in cooperation with the Czech CSA Air Line, the following schedule has been announced: CSA planes leave Budapest Monday, Tuesday, and Wednesday at 0900 hours and arrive at Prague at 1035 hours; leave Prague Sunday, Monday, and Tuesday at 1345 hours and arrive at Budapest at 1520 hours. MASZOVLET planes leave Budapest Thursday, Friday, and Saturday at 0900 hours and arrive at Prague at 1110; leave Prague at 1310 hours and arrive at Budapest at 1525 hours.

MASZOVLET also operates flights, in cooperation with the Rumanian TARS Air Line, between Budapest, Arad, and Bucharest. There are flights every Friday and Saturday; however, both companies will reduce the number of flights at the beginning of November. Flights between Warsaw and Budapest are operated by LOT, the Polish air line, once a week.

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